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**Whatever Changes  
We Make**  
to make our place attractive to  
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**EXTRA LARGE SALT HERRING**  
39c per dozen  
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For that little difference why not have the best  
**Western Steer Beef**  
**Milk Tea Veal**  
**Country Lamb**  
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We carry this famous brand  
PAJAMAS—NIGHTIES—BLOOMERS and PANTIES  
Quality Unsurpassed  
**FRED BARNES**  
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# CAPT. G. ALVAH GOOD, THE DAILY MAIL CORRESPONDENT ON THE VIMY PILGRIMAGE

## Second Letter Tells of Life on Board the Ship and Farewell Dinner and Sighting of Land

(Continued)  
July 23, 1936.  
— Off the Cornish coast in a dense fog. It seems it will mean a bit of slow steaming to delay arrival at Antwerp till 8.00 Saturday morning, the 25th.  
A visit from a stranger brought some quite unexpected news. A young chap by the name of Maggs, a cubmaster of Griffintown, a portion of Montreal, brought me the news that Branch 55 of Toc. H. is still in existence, not flourishing and not entirely dead. Toc. H. connections, ten in number, are to line up at 11 a.m. tomorrow and make plans for a visit to Talbot House.  
Another bit of news from him as that Captain Slessor 'of the overseas office'—presumably Toc. H.—would be at the unveiling. The name is not as frequently met as 'Smith' and I am more than mildly excited as Capt. Slessor was in Capt. G. A. Good command of my flight of No. 5 Squadron when I left France. An effort will be made to hire a car to go to Talbot House, probably from Lille on Sunday.  
Starboard your helm!—"tarry talk" for the rule of the road. "Keep to the right!" An amateur mariner let me in on a cue for the amateur to tell port side from starboard when he has little occasion to use the phrases. "Starboard" has one more "s" than "port" (except when pronounced by a Scot when the difference varies with his breath only), the conclusion being that the right side, looking forward, is meant by 'starboard' with its initial letter to the good. We are rapidly learning the language.  
Tonight a farewell dinner was given with an individual souvenir menu at each place, printed in engraving script with the 'Montrose' in colours on the cover and inside 'Canadian Legion Vimy and Battlefields Pilgrimage. Farewell Dinner to Legationnaires, Montrose, Thursday, July Twenty-third, Nineteen Thirty-Six.' On the opposite page



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**NOTICE OF SALE**  
IN THE SUPREME COURT—  
CHANCERY DIVISION  
BETWEEN Hazel H. Lumbert, Executrix of the Last Will and Testament of Ansel L. Lumbert, late of the Town of Houlton, in the State of Maine, deceased, Plaintiff,  
AND HAZEL H. LUMBERT, ROBERT H. WILLIAMS ET AL. TRUSTEES OF THE ESTATE OF THE LATE ANSEL L. LUMBERT, AND OTHERS, DEFENDANTS.  
AND BY AMENDMENT BETWEEN: Hazel H. Lumbert, Executrix of the Last Will and Testament of Ansel L. Lumbert, late of the Town of Houlton, in the State of Maine, deceased, Plaintiff,  
AND HAZEL H. LUMBERT, ROBERT H. WILLIAMS ET AL. TRUSTEES OF THE ESTATE OF THE LATE ANSEL L. LUMBERT, AND OTHERS, DEFENDANTS.  
There will be sold at public auction in front of the City Hall in the City of Fredericton, in the Province of New Brunswick, on Wednesday, the twelfth day of August, 1936, at the hour of 2.30 o'clock in the afternoon, by the undersigned Master of the Supreme Court, pursuant to the directions contained in a certain decretal order made in the above suit, on Friday, the sixteenth day of August, 1935, and by supplementary decree made in the said suit on Tuesday, the eleventh day of February, 1936, the lands and premises which are in part described as follows:  
1. All the undivided one-half interest of the late Ansel L. Lumbert in and to all that parcel of land beginning at an ash tree standing on the eastern bank or shore of Monks Brook at the south-west angle of Lot Number 40, granted to John McAdam, north-west of Belle Lake, containing twelve hundred and thirty-two acres more or less and situated between Monument Brook and Belle Lake; the above mentioned lands having been granted by the Crown to John E. Haley, by Grant dated the twelfth day of September, A. D. 1902, Registered the fifteenth day of September, 1902, Grant Number 2482, Book Number 148.  
2. Also that certain lot or tract of land situated in the Parish of McAdam in the County of York and Province of New Brunswick, together with the improvements, privileges and appurtenances to the same belonging or in any manner appurtenant, commonly known as the "Brown & Sawyer Lands" situated in the Parish of McAdam, in the County of York and Province of New Brunswick, described in a Deed thereof to Irvin R. Todd by Freeman H. Todd and F. A. Pike, by Indenture bearing date January 23rd, 1917, registered in the York County Records in Book 1-7, page 117 et sequitur, as by reference thereto or the Registry thereof will more fully appear; said tract of land containing 5,222 acres more or less (excepting therefrom the Maudslayi Ballast Pit so-called, situate on the easterly side of the right-of-way of the Canadian Pacific Railway leading from McAdam to Woodstock, containing thirty-eight acres more or less.)  
3. Also the undivided half-interest in all those certain lots or tracts of land situate in the Parishes of Dumfries, Prince William and McAdam, in the County of York and Province of New Brunswick aforesaid, commonly known as the "Railway Lands" near McAdam Junction, described in the Deed thereof from Christiana H. Bolton et al to Freeman H. Todd, dated June 18, 1879, registered in York County Records in Book M-3, page 29 et sequitur, (also referred to in Conveyance dated December 30th, 1898, made between the New Brunswick Railway Company, of the first part, and the Canadian Pacific Railway Company, of the second part, registered in York County Records in Book H-5, pages 483 and 484, containing 10,720 acres in the Parishes of Prince William and McAdam; excepting however from the said lots of land, certain portions thereof, as by reference thereto or the Registry thereof will fully and at large appear).  
For terms of sale and other particulars apply to Hanson, Dougherty & West, Carleton Street, Fredericton, N. B., Solicitor for the Plaintiff.  
Dated this fourth day of June A. D. 1936.  
F. H. PETERS,  
Master of the Supreme Court.  
10-6-6-7-7 July 29; Aug. 1-3-4, 5, 6, 7, 8, 10, 11.

**MENU**  
Chilled Grape Fruit  
Consomme Madrilene  
Gaspé Salmon Cream of Tomato  
Parsley Sauce  
Cucumber  
To order from grill:  
Minute Sirloin Steak  
Baked York Ham Madeira Sauce  
Garden Peas Browned Potatoes  
Roast Turkey Cranberry Sauce  
Cold Buffet:  
Prime Roast Beef  
Galantine of Chicken  
Salads: Romaine, Tomato  
English Plum Pudding Brandy Sauce  
Vanilla Ice Cream  
Swiss Roll  
Dessert Coffee

Just before dinner, about 8.00 p. m. the fog cleared away, or we had approached the land near enough to give us our first glimpse of 'blighty' the Isle of Wight in this case but it was our first sight of land since Saturday morning and it looks good, steady, restful and 'homelike' to us all. The voyage has been five days land to landfall and only the unaccustomed swaying on Saturday has upset the even tenor of our way but all are ready to welcome the chance to stand on terra firma once more.  
A farewell concert, preceded by a collection for the Seamen's Orphanage, is now being held but the crowd is only to be compared with the length of the endless queues that have become an obsession, so I take advantage of this opportunity to go about the mizzen taffrail and belay these words with a marline spike.  
A friend who was in the tunnelling branch of the Royal Engineers tells me that he was sent to speed up the work of dugout building in the Australian and New Zealand Army Corps. The work was being done by Australian engineers who were professional miners and worked by union rules. A man could set up only one 'set of timbers' (about four feet long) in a day, according to union rules and his work was done, war emergency having no bearing on the Medes-and-Persians rules of the Australian Miners Federation and a 'horse laugh' was the only reply to efforts to get more done. My friend said he soon abandoned that effort and worked hard to get the miners to finish their daily one set as early as possible, after which he got an amateur working party from the cheerful and willing New Zealanders who had to be taught the work but got twice as much done. Their outlook on life and

# WILL REDEEM CERTIFICATES

EDMONTON, Aug. 6.—Prosperity certificates will be redeemed by Alberta's Social Credit Government on certain designated days every month, beginning with September, and the Government will accept certificates in payment of provincial sales tax, it was announced here recently.  
With distribution of the first issue of certificates imminent, Hon. Lucien Maynard, Minister without portfolio in charge of social credit, revealed the Government has been authorized by Order in Council to cash any certificates presented for payment on the Thursday, Friday and Saturday following the second Wednesday of every month, starting with September.

"The Government also has been authorized to reissue any certificates so cashed," Mr. Maynard added. He said it would be necessary to send certificates to the Treasury Department in Edmonton on the days mentioned if Canadian currency is wanted.  
"Can you recall the names of some of the tow-boat men?" Henry was the oldest of the Stairs' family, that I can mind. Men who are past middle life today will remember Allen Stairs as a trusted river man. Sandy was captain of a boat, but did not know him so well.  
In early days the lumberman had their own tow-boats. "Bob" Connors that cut logs on the St. Francis, would take up supplies by tow-boats. Boats and supplies were portaged around Grand Falls. These boats were wintered at the head waters, to bring down in the spring to Woodstock or Fredericton, horses, sleds and such rigging as would need overhauling for next year's work. Conliff and Kilburn also lumbered on the headwaters, they had about the same difficulties as "Bob" Connors had.  
This class of boat was seldom used below Fredericton, the water being deeper, allowing boats of deeper draft. Mike Welch, although lumbering on the Miramichi, had his headquarters at Bristol. From Bristol through the woods to the Miramichi was much shorter than going via Boiestown and the long portage up the South West branch of the Miramichi River.  
The portage road from St. Mary's ferry to Boiestown or on to Doaktown was a long cold road. Yet it was a busy road. Mr. Cook, they called him Jimmy Cook, (for short), for a number of years drove the stage from the Barker House to Doaktown. Mr. Cook was very obliging, carrying the mail, he had the right-of-way, but never exacted his full privileges. At that time Robert Orr conducted the Barker House with Mr. Ritchie, they owned the stage.  
When fresh meat became a part of the camp menu teams with feed joined the teams hauling grain, hay and groceries. The roads were not always good, storms were frequent, but tote teams never stop for bad weather. "Did you ever portash?" Yes, but would sooner be in the woods, the hours are too long. When the oats came by train from Carleton county to St. Mary's, to be bagged and weighed at night, to be loaded at break of day. Starting at such an hour you would be the first on the road making your own track until you got to the Nashwaak. Barring accident the round trip would require two full days. "You have worked in the woods on the Miramichi?" Yes, two winters on the Dungarvon. "Is that where the 'dungarvon hooper' lives?" Why do you say lives? It's not an animal as some would have you believe, but a noise made by the wind storms rolling down the gulch, echoing back and forth among the hills.  
"Is it true that there is little sickness among the lumbermen?" Yes, they are mostly young men, they work hard, but they don't go out at nights, they get their rest, every incentive tends to encourage work and more work, they are keyed up to capacity limit. There is one trouble when the strong sun of spring comes, not a few of the men become snow blind, not totally blind, but their vision becomes unreliable, this is not as common now as when camps were heated by an open fire.  
"What age were you when you first entered the woods?" Just fourteen. I helped the cook the first year. The crew do not come to camp as a rule for their mid-day meal, it is eaten in the woods. The cookee has to keep the cook supplied with dry wood. This was cut and brought to the main road the teams bringing it to camp. All through the woods there are dead or dry wood, these trees had no leaves on the previous summer. Nature provides for growth hence a thinning out process is always going on, these dead trees eventually are blown down.  
"Tell me, is going into the woods, or coming out the most troublesome?" That depends on location, on the Miramichi, teams have to follow the tote road to civilization, whereas on the St. John river the tow-boats can convey the horses and men out of the danger zone as soon as the ice is well cleared. In the Miramichi, when the snow goes early like this year, they have frequently to shoot the horses rather than leave them to starve. "Is that a fact?" Yes, I have seen horses as good as ever hauled a saw-log shot

# "SHELTER BELT" MAY BE FINISHED

WASHINGTON, Aug. 7.—Talk of the "Shelterbelt"—the strip of trees designed to break the winds and hold moisture on the Great Plains—revived today as federal officials pressed their hunt for long-time drought-prevention plans.  
The "Shelterbelt" is "not dead but very much alive," said Morris L. Cooke, chairman of the President's Great Plains drought area committee.  
Government foresters say \$1.2 per cent. of the 24,000,000 trees planted in the "Belt" had survived up to July 1, "despite severe drought."

human relations was such that the writer shares with many the choice of New Zealand as their 'spiritual home' if Canada were denied.  
Holland, this corner at least, is a neat, tidy, level country with no dumps, sign-boards, ragged edges—but everything looks gardened to a degree of finish quite impressive. Riding to anchor in the Scheldt all day a multitude of large gulls furnished interest to the eye and barges, lighters and fishing boats of picturesque 'different' appearance passed up and down quite busily. Large barges with very low forward deck and a dozen large pieces of roughly dressed stone on deck—probably intended for a public building, pier, quay or some such weighty matter, ploughed slowly but steadily along under the drive of a small auxiliary engine. Fishing craft with no masts, none raised at least, looked somewhat like a Chinese junk.

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WHO  
WANT**  
a beautiful home — MEN who  
have thought of an ideal residence they would build SOME-  
DAY—  
See us now and get cost estimates at present low price levels for materials and labor.

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# OLD LUMBER JACK DISCUSSES CONDITIONS IN BY-GONE ROOM

## McGinn's Wagons, Stairs Tow Boats—Many Old Names of Prominent Citizens Recalled

Did you get your McGinn wagon up home all right? Yes! But Captain Allen Stairs did not go past Woodstock. Mr. Day, who later settled at Andover, with his father, had the monopoly of the river above Woodstock and up the Tobique as far as Nictau.  
To navigate the Meductic Falls looked to be a dangerous proposition, but to Mr. Fox was entrusted the boats when loaded, in his skill the river men had every confidence, and well they might for he never lost a boat.  
"Can you recall the names of some of the tow-boat men?" Henry was the oldest of the Stairs' family, that I can mind. Men who are past middle life today will remember Allen Stairs as a trusted river man. Sandy was captain of a boat, but did not know him so well.  
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down, the snow was deep and soft, hence there was no alternative. Sometimes in trying to save the teams on the way out a trench at the side of the road would be dug, the horses put in it, blanketed, a wind break of boughs to break the wind, in that condition they would not suffer from the cold.  
Large operators years ago, would have hay and grain hauled into the camp during the winter, for use when the crew came in the next fall. Two men would remain all summer to turn the grain to prevent mould.  
The camp enemies in summer, are the porcupine and bears. "Porcie" likes grease and gnaws all tables or shelves that has at some time been greasy, while the bear from sheer curiosity, will rummage and destroy to satisfy his inquisitive nature.  
"Do any of the men trap for fur?" Yes, that is done on Sundays, in the spring the pelts would be sold to Lemonts or Frank O. McGoldrick, both firms were reliable.  
Lumberman's boots were in old days long legged, the last to make such boots was Moses Brown at the corner of Queen and Westmorland streets. Among his workmen were the Ward brothers and as they worked they sang.  
"I have heard it said that in the spring-time that the lumberjacks owned the town. Is it true that a fight on Regent street was a common affair?" If true or not, I do know it was a very rare occasion when a lumberjack saw the 'clink.' Phillip Muligan and Woodworth gave the men ample time to get away. I'm going up in the "Florenceville" in the morning, so we have to say good by. Here's another tin of fine cut to remember me by, shake, I must get some rest, good by—  
(To be Continued)

**BUSHY WHISKERS COME  
OFF IN RUSSIA**  
MOSCOW, Aug. 7.—Russia—traditional home of bushy whiskers—is going to the barber shop.  
More than 700 new tonsorial parlors are to be opened this year with a total of 2,860 chairs, the Council of the People's Commissars announces.  
Another 1,400 shops with 5,600 chairs will go into operation next year. To shave off the whiskers, 4,900 barbers are in training now, and another 10,000 will enter barber colleges in 1937.

**DELINQUENT TAXES**  
DAVID M. STAIRS Property  
"Southampton."  
Notice is hereby given that unless the Rates and taxes assessed in the Parish of Southampton, in the County of York, N. B., together with expenses of advertising, etc., are paid to me within twenty (20) days from the first publication of this notice, the Real Estate of such property therein mentioned will be sold for the recovery of the said taxes and expenses.  
Delinquent Parish and County Taxes  
Delinquent Road Taxes,  
Delinquent School Taxes.  
The amount is on file at the Secretary-Treasurer's Office, County Court House, Fredericton, N. B.  
JOHN S. SCOTT,  
Secretary-Treasurer  
Municipality of York.  
Fredericton, N. B.,  
July 29th, 1936.

**DELINQUENT TAXES**  
BENJAMIN STEWART Property,  
"St. Mary's."  
Notice is hereby given that unless the Rates and taxes assessed in the Parish of St. Mary's, in the County of York, N. B., together with expenses of advertising, etc., are paid within twenty (20) days from the first publication of this notice, the Real Estate of such property therein mentioned will be sold for the recovery of the said taxes and expenses.  
Delinquent Parish and County Taxes  
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JOHN S. SCOTT,  
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Municipality of York.  
Fredericton, N. B.,  
July 29th, 1936.

**INSURANCE**  
**HOWARD H. BLAIR**  
RELIABLE BRITISH and CANADIAN COMPANIES  
PHONES — Office 291  
Residence 345-11  
68 YORK STREET  
—You Can Rest Assured—

**NEW ISSUE —**  
**\$150,000**  
**ROMAN CATHOLIC BISHOP  
OF CHATHAM**  
**4 p.c. SINKING FUND DEBENTURES**  
DATED MAY 1, 1936 DUE MAY 1, 1951  
PRICE: 100 and interest, to yield 4%  
Denominations \$1,000 and \$500  
These bonds are a legal trustee investment in the Province of New Brunswick  
Orders may be telephoned or telegraphed at our expense.  
**Irving, Brennan & Company, Ltd.**  
FREDERICTON, SAINT JOHN CHARLOTTETOWN HALIFAX.

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ASSET TO BEAUTY**  
Without denying the value of the many means of obtaining beauty through the medium of artificial preparations, the one fundamental necessity for beauty lies in good health. Your Druggist plays also a tremendous part in the preservation of your beauty for to be healthy is to be beautiful.  
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